

IN THE SUBSTITUTE SPECIFICATION:

Please amend the Substitute Specification filed December 29, 2003 as follows:

Please replace paragraph [0055] with the following:

[0055] The fuel cell control portion 32 accepts various input signals, such as a signal of an output request value *P for the driving motor 13 and an output value P from the driving motor 13, a signal of a motor current $I_{s/c}$ of a motor for driving the air compressor 15 output from the control portion 23, a signal of the output current I_{fc} and output voltage V_{fc} from the fuel cell 11, both output from the secondary precharge portion 17, a DC voltage signal output from the DC-DC chopper 17a of the secondary precharge portion 17, and a signal of an output current value I_{out} ~~I_{out}~~ Total output from a current detector 36 disposed between the primary and secondary precharge portions 16 and 17.

Please replace paragraph [0063] with the following:

[0063] Subsequently, in step S02, the contact point of the high voltage switch 16a is actuated, after the motor voltage V_{MOT} and the terminal voltage V_{fc} reach an equilibrium state, that is, a state where $V_{MOT} \cong \mp V_{st} \neq V_{fc}$.

Please replace paragraph [0068] with the following:

[0068] That is, for example, as shown in Fig. 5, when controlling the output current I_{fc} of the fuel cell 11 by the DC-DC chopper 17a of the secondary precharge portion 17, it is possible to adjust the time required for the output voltage V_{fc} of the fuel cell 11 and

for the terminal voltage V_{st} of the power storage unit 12 to reach the equilibrium

voltages ($V_{MOT} \equiv V_{st} \neq V_{fc}$) by changing the duty ratio of the switching command

input into the DC-DC chopper 17a.